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Hongkong.

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Hongkong, September 12, 1906. 1190

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Hongkong, March 2, 1906. 445

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12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 8.45 p.m. Every 10 minutes.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15

p.m. every half hour.

SUNDAY.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

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5.00 p.m. to 7.00 p.m. Every 15 minutes.

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NEW PANORAMIC VIEWS OF HONGKONG.

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Hongkong, September 5, 1906. 1178

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Hongkong, August 8, 1906. 451

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20 YEARS.**Per Case...\$15.00.****A. S. WATSON & CO.,**
LIMITED.**ALEXANDRA****BUILDINGS.**

Hongkong, September 4, 1906.

DEATH.
MITCHELL.—On September 7th, in
England, suddenly from apoplexy, E. W.
MITCHELL, partner in Messrs Caldwell,
Macgregor and Company, aged 51 years.
(Singapore and Canton papers please
copy.)

MEMOS. FOR 'TO-MORROW.'**Miscellaneous.**

9.30 a.m.—Military Gun Practice.
Goods per Denbighshire undelivered after
this date subject to rent.

General Memoranda.

SATURDAY, September 15.—
9.15 p.m.—Promenade Concert on the
Volunteer Parade Ground.

MONDAY, September 17.—
Goods per Gloucester undelivered after
this date subject to rent.

TUESDAY, September 18.—
10 a.m.—Auction of Sundry Naval and
Vintaging Stores, at H. M. Naval
Yard.

Goods per Persia undelivered after this
date subject to rent.

THURSDAY, September 20.—
9 p.m.—Meeting of Kowloon Cricket
Club at Seamen's Institute, Kowloon.

The China Mail

HONGKONG, WEDNESDAY, SEPTEMBER 12, 1906.

THE LATE MR MITCHELL.

THERE are some men who become so
identified with a place that it is difficult
to think of it apart from them. Such a
man was the late Mr F. W. Mitchell, the
news of whose death in England has
saddened so many hearts. His was a
forceful as well as a most charming
personality and the success of anything
that had the advantage of his always
generously available supervision or co-
operation was assured. A man of wide
sympathies, eminently likeable, his
death will bring a sense of loneliness
and loss to more perhaps than would
the passing from us of any of the "old
hands" whose names can be called to
mind on the moment. More particularly
to the older generation will the news of
this sudden event come as a dis-
tressing reminder of the fragility of the
thread of life. Still there must be com-
fort to his family in the thought that
although he has passed beyond the
reach of praise or blame he has left
behind him an honourable record and
a memory that will be recalled with
affection and esteem while the genera-
tion that knew him survives. Few men
have ever identified themselves so closely
with all that tended to brighten exis-
tence in the Colony and, deprived of Mr
Mitchell's assistance and counsel, many
local institutions, notably the A. D. C.,
will feel that they have been bereft of
their strongest support. Nothing is
more difficult than to write of the newly
dead and we may be forgiven if we
confine ourselves to giving this brief
notice of the death of a gentleman who
in his all too brief career managed to
inspire those who had the pleasure of
his friendship with the strongest feel-
ings of respect and regard.

THE PASSING OF SHUM.

More than once we have strongly
expressed the opinion in these columns
that, in the best interests of foreigners
operating in the southern portion of
China, Viceroy Shum would have to
go. We were not alone in that belief.
The Acting Viceroy himself over and
over again petitioned the Throne to be
relieved of a task which he found was
beyond his capacity. He had a great
chance when the administration of the
Two Kwang was first entrusted to him
of bringing about clearer and more
friendly intercourse between the people
over whom he ruled and the foreigner.
He might, had he so desired, have made
the provinces object lessons of what
could be accomplished by free and un-
restricted co-operation between the
brains and capital of the West and the
brawn of the Chinese. The boycott of
American goods gave him an oppor-
tunity of setting an example to the
gentle and common people that would
have rendered his name illustrious in
the after days. But Shum was loath to
grasp the nettle of opportunity. Rather
he sought to gain the plaudits of the
reactionary elements by countenancing
—if not encouraging—the anti-foreign
sentiment of which the boycott was
only one manifestation. The conse-

quences were inevitable. Outrages upon
foreigners occurred with alarming
frequency, and so far did the belief
of the evil-disposed in Shum's indisposi-
tion to protect foreigners carry them
that they dared a few months ago to
attack a foreign house just outside Can-
ton itself. Last of all came the shocking
murder of Dr Macdonald on the West
River. At that time we claimed that
Shum was morally responsible. Stran-
gely enough Shum's elevation to the
position, from which he is to be
transferred, was hailed with great
satisfaction by the foreigners who
had come in contact with him when he
was a Provincial Treasurer at the
end of the nineties. It will be within
the memory of many that in 1899 when
he was treasurer at Canton the foreign
community actually petitioned that he
should not be removed from his post.
Starting under such favourable auspices
he had every opportunity that a man
could desire to accomplish something
for the good of his country. Instead
of that he has inflamed the minds of his
people against foreigners and has set
back the prosperity of the provinces by
his fatuous obstruction of a progressive
railway policy. As a military leader he
by no means covered himself with glory
by his campaign against the rebels in
Kwangsi, three years ago. Singularly
enough Shum is almost as unpopular
among the Chinese as with the for-
eigners. His illegal imprisonment of Lai
Kwai Fui in connection with the trouble
over the Canton-Hankow railway will
be fresh in the minds of residents,
and his summary suppression of news
papers which did not support his
reactionary views has drawn down upon
him the hatred of the more liberal-
minded and less conservative Chinese.
The appointment of Shum to this post
he is relinquishing, supplies the first
instance in the history of China of a
Viceroy ruling over the province in
which he was born. Probably it will
be the last. While we cannot con-
gratulate the people of Yun Kwai on
their gain we can heartily felicitate
the people of Kwantung, and our-
selves, upon our loss.

The rejoicing in China over the ex-
tremely non-committal Edict issued at
the beginning of the month in regard to
a Constitution seems to the unbiased
observer a little premature. To judge
by the amount of hard-earned coin that
was expended in fireworks and the
quantity of good breath that was squan-
dered in oratory, one would imagine
that the blessings of the Constitution
had already fallen like manna on the
hungry Chinese who have been starving
for centuries in the political wilderness.
There is many a slip however between
the promise and the performance and
outsiders will have some difficulty in
understanding what all the mafficking
is about. The Court has issued an
Edict which after careful study seems to
say—it would be an unwise and inex-
perienced man who would state definitely
that it "says"—that in certain con-
tingencies a Constitution may be granted
at some indefinite period in the future.
With the blisful spectacle of the results
brought about in Russia by a premature
endowment of the unit with political
rights before them, it is not to be
expected that the Court will show any
frantic haste to similarly imperil their
country—and themselves. At the
present rate of progress in China adult
suffrage might, perhaps, be granted in
about 500 years but any move in that
direction before that time would be
flying in the face of Providence. Our
successors in the year 2400 may have
the privilege of supplying the readers of
the CHINA MAIL of that date with the
terms of China's constitution. But we
doubt whether the Court will have
decided that the country is ripe for such
an innovation after such a brief period
for deliberation.

PRACTICAL.—The Rev. Mr Shiraz, of Kirk-
caldy, was one day reading the 116th
Psalm—"I said in my haste, all men are
liars." He quietly observed, "Indeed,
David, my man, had ye been in
this parish, ye might hae said it of yer
leisure."

CHAMBERLAIN'S PAIN BALM.
THIS is a most valuable remedy for
all kinds of pain, and is
put in every home. It has
equal for its prompt relief of cuts, burns,
bruises and sprains. For sale by all
chemists and druggists.

BY TELEGRAPH. BY TELEGRAPH.**THE TOKYO TROUBLE.****TRAMWAY PEOPLE DETER-
MINED.**

(From Our Correspondent.)

SHANGHAI, September 12.

A joint meeting of the Tokyo tramway
companies was held yesterday morning
and the proposed amalgamation of the
companies was confirmed.

It was also decided to maintain the
higher scale of fares.

PUBLIC OPPOSITION.**A Crusade of Revenge.**

A mass meeting of residents was
later held in Tokyo and it was resolved
to make the tramway companies repeat
raising the fares.

Detachments of troops were detailed to
reinforce the police, as it was feared a
collision would take place with the
crowds in Hibiya Park.

VICEROY SHUM GOES.**NEW VICEROY APPOINTED.**

(From our Correspondent.)

SHANGHAI, September 12.

An Imperial Decree has been issued
at Peking removing Acting Viceroy
Tsou Chun-lian, of Canton, to the
Yunkwei Provinces, where he will be
Viceroy.

Chou Fu has been appointed to
succeed Tsou at Canton.

[Chou Fu, who is to be the new Viceroy
at Canton, comes from Liang-kiang. Who's
Who in the Far East shows that he is a
native of Anhwei, and was made customs
Treasurer at Tientsin, in March, 1892. In
1894 he was acting Salt Commissioner at
Ch'ang-shu, and two years later was given a
judgeship in Chihli. He retired from the
Government service in 1895 owing to
illness, but rejoined later, being appointed
Treasurer of Szechwan in 1899, and of
Chihli in 1901, when he was given the
rank of a provincial Governor. He was
made Governor of Shantung in May, 1902,
and became acting Governor of Liang-
kiang in October, 1904, and was quite
recently in trouble owing to a number of
his enemies charging him with giving up
Chinese rights to foreigners.—Ed., C.M.]

SHUM'S REFUSAL.

(Chinese Mail's Service.)

CANTON, September 11.

It is reported here that Viceroy
Shum Chun Hsen has telegraphed the
Cabinet declining the appointment.

THE EDICT.

(Chinese Mail's Service.)

PEKING, September 11.

The following Edict has been
issued:—

Shum Chun Hsen appointed Viceroy
of Yun-Kwai.

Chou-fu appointed Viceroy of Canton
(LiangKwang.)

Ting Chen-to appointed Viceroy of
Minchi, vice Chou-fu.

Sandakan is suffering from measles.
Some 1,250 cases have occurred among the
Chinese, and one or two among the Euro-
peans. The E. M. O. informs us (North
Borneo Herald) that the epidemic is of the
very mildest nature, and that the Chinese
take practically no precautions, either to
prevent or cure it, beyond giving their
patients warm baths.

Meeting of Justices of the Peace.
A notice has been issued from the
Magistracy stating that a meeting of His
Majesty's Justices of the Peace will be
held in the Magistracy, at 2.30 p.m. on
Tuesday, the 18th of September, 1906.
Business.—To consider an application
from Mr George Green for permission to
remove the business now carried on by
him under a publican's license on premises
No. 21 Pottinger Street under the sign of
"The Criterion Hotel," to premises No.
98-100, Queen's Road Central.

NOT IF AS RICH AS ROTHCHILDS.
If you had all the wealth of Rothchil-
ds, you could not buy a better medicine
for bowel complaints than Chamberlain's
Colic, Cholera and Diarrhoea Remedy.

The most eminent physician can not pre-
scribe a better preparation for colic and
diarrhoea, both for children and adults.
The uniform success of this remedy has
shown it to be superior to all others. For
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AUSTRO-HUNGARY.**THE EMPEROR AT ISCHL.**(Exclusive Service, supplied by Reuter,
via Bombay.)
LONDON, September 12.

It is officially announced that Em-
peror Franz Joseph of Austria-Hungary
has gone to Ischl for a fortnight.
He is suffering from a slight chill.

BELGIUM AND ABYSSINIA.**COMMERCIAL TREATY
CONCLUDED.**(Exclusive Service, supplied by Reuter,
via Bombay.)
LONDON, September 11.

It is stated in Brussels that a Com-
mercial Treaty has been concluded
between Belgium and Abyssinia which
includes the most favoured nation
clause.

[RUSSIA'S SERVICE.]

RUSSIA.**A General Massacre.**

LONDON, September 10.

In retaliation for the murder of police
and soldiers by the terrorists, the troops at
Siedlce, in Poland, began a general
massacre of civilians on Saturday evening,
and continued it yesterday. Hundreds
have been killed and wounded.

LATER.

The scenes of massacre and pillage at
Siedlce lasted for 36 hours; 100 were killed
and 300 wounded. The Jewish quarters
were looted and any one who resisted was
shot down. The Christians avoided loot-
ing by hanging crosses on their houses.
One thousand persons, chiefly Jews, were
arrested and mercilessly flogged.

Mr Urquhart, the British Vice-Consul
at Baku, has been attacked; the assailants
inflicting six wounds with a revolver, none
of which however were serious. The
Russian Government has expressed its
regret to the Embassy and promised that
the perpetrators shall be immediately
punished.

GERMANY.**The Kaiser and the Fatherland.**

LONDON, September 10.

The Kaiser, speaking at Breslau, said, se-
lecting the Great was never left in the
lurch by God, his old ally, so the Father-
land and Silesia will remain near God's
heart.

THE MOROCCO INSURRECTION.

LONDON, September 10.

The insurgents are in possession of
Mogador, and the Government troops have
sided with the insurgents.

One of the 22 shipwrecked Chinese
picked up by the German Mail steamer
"Sachsen" on her way from Shanghai to
Hongkong died this morning. The cause
of death so far is unknown, but it is prob-
ably due to the rough experience the man
had in the water. The whole of the
Chinese when they were picked up were in
a very exhausted state.

Guns from the "Montagu."
The four twelve-inch fifty-ton guns
have been found to be the only things worth
taking from the stranded "Montagu" at
Lunby Island. This effects a saving of
about £50,000.

A Woman Thrashed.
A Chinese woman made a somewhat
startling report at the Central Police station
last night regarding an armed robbery of
which she alleged that she had been the
victim. On investigation, however, her
story was found to be false, the facts of the
case being that the woman had been beaten
by some men whom she had been worrying
for money. It appears that she was the
owner of a cargo boat, the crew of
which had got into her debt. She worried
them for payment so consistently that the
men left her and went to work on another
boat and afterwards whenever she saw them
she called them names and made reference
to the money. This exasperated the men
who last night went to her boat and
thrashed her soundly. Three of them have
been arrested and there is a fair prospect
of the others being caught.

INFANT MORTALITY.

THE attention of the Town Council at
Johannesburg, Transvaal, was last
year directed to the fact that out of eighty-
four infants, who died in December, forty-
four of them had died of dysentery. An
investigation with a view of tracing the
source of the disease was authorized.
Under the best of conditions attacks of
dysent

DEATH OF MR. E. W. MITCHELL.

Quite a wave of genuine regret passed through business and other circles this morning, when the news was made public that Mr. E. W. Mitchell, of Messrs. Caldwell, MacGregor and Company, had died suddenly at home. It seemed hard for people to realize that the most popular Hongkong resident had passed away so quickly, for Mr. Mitchell was not an old man, being only 51 years of age, and on all sides one heard expressions of the most profound sorrow.

Mr. Mitchell came to the Far East from England in the late seventies, and went to Canton as a tea-taster for Messrs. Thos. Rowland Company. He was an extremely successful man in this business and when, later on, he opened a business for himself he rapidly began to accumulate money. After remaining in the tea business for ten years or more he joined the firm of Messrs. Caldwell, MacGregor and Company, which in those days (1880) was carried on under the name of A. Loy, the latter being an agent for Caldwell, MacGregor and Company who were even then strongly established in the more important treaty ports in China. Under Mr. Mitchell's management the business at Hongkong prospered until it reached the topmost position as a wine and spirit business, and after being in the service of the Company for a number of years Mr. Mitchell became a partner, and was, until he left on his last trip, the senior partner in the Far East.

It is perhaps as a sportsman and in a social light that Mr. E. W. Mitchell is best known in the Colony. We can safely say, without fear of contradiction, that there was no branch of sport which Mr. Mitchell did not at one time or another take an active part in, or support financially. His name was figured on the race books as the owner of a subscription griffin and his name could always be depended upon to run straight. His last venture was a very successful one, for Zepher's wins of the last race meeting brought him in a considerable sum as prize money. Perhaps it would hardly be right to call Zepher's win popular, for very few people were "on" the point, as it was not expected to run at all.

He was President of the Cricket Club and has been a member and advisor for a long time past. In yachting circles Mr. Mitchell's name was well known and one of the annual fixtures was the race for the case of champagne, which he unfailingly put up for a contest. In swimming circles the form of Mr. Mitchell was well-known; he usually filled the position of judge or referee, and but few, if any, could equal him in his decisions, which were always noted for their fairness. In rowing, athletics, or other sports it was the same and the cause of sport will lose a strong adherent by the death of "E. W."

It was particularly in the Amateur Dramatic Club, however, that Mr. Mitchell was a tower of strength. This phase is dragged in in many places where it is ill-suited, but its inclusion is justified with a significance that perhaps only a member of the Club will realize. The loss to the A. D. C. is a really tremendous one, for Mr. Mitchell took so keen an interest in all matters theatrical that he acquired a grasp of detail that made him a stage manager whose counsel it would be hard to find east of Suez. Undoubtedly this knowledge of stagecraft he possessed that unchangeable pleasant and genial manner that collects genuine friends for men, and endears them to all. Longer than anyone else perhaps, he has been associated with A. D. C. performances and his wonderful patience with the numerous complaints that have come before him has always smoothed any difficulties and led to successful productions. Mr. Mitchell was always personally on hand behind the scenes taking an active part in the staging, and even up to the time of his departure he was at his post.

Generosity was a strong trait in Mr. Mitchell's character. His hand was ever ready to extend assistance to those in need of it, and every subscription list which came before the public always bore Mr. Mitchell's name as a subscriber; many of his best news were done quickly, however, and were known only to the recipient and himself.

When Mr. Mitchell left a few months ago there were few in the Colony, except his most intimate friends, who were aware that his health showed signs of breaking down. In appearance he was as hearty as ever, and even those who were aware of his condition felt sure that the trip home would do him a world of good. It might be remembered that some time back Mr. Mitchell had a fall in the City Hall, while superintending an A. D. C. performance or rehearsal, and although the immediate effects of the accident had a very bad effect on his general health, however the trip home apparently did him good, for Mrs. Mitchell, writing about a month ago, remarked that Mr. Mitchell had improved considerably after a trip to Scotland, where he went to meet his old friend Mr. Lawson. Mr. Mitchell was staying in Bedford, with his wife and family, and was expected to leave for Hongkong in the "Nubia." Death took place from apoplexy on September 7, though the news was not received in the Colony until this morning.

Mr. Mitchell leaves a wife and family of seven children, five boys and two girls, all of whom are at present in England, having accompanied Mr. Mitchell on his holiday. Mrs. Mitchell is the daughter of Mr and Mrs G. R. Lamont and was married something like fifteen years ago.

IN MEMORIAM.

E. W. M.
September 7, 1906.
How great our loss! But greater still Relief to him who left us ill!
His stroke from cause could not withstand
The Power of Death's almighty hand.
Our loss is great! No more will be
Our Theophrastus so skilfully—
His latest "call" has been obeyed
When the gentle hand's gently laid.
Great is our loss! The cricket field
Will no more see him watch us wild
The bat and ball in petty strife—
His play and won his Match of Life.
How great our loss! Yet most shall we
Regret his personality
Which now from us has been removed
By whom he was so much beloved.
POLYX.

SPORTING.

Lawn Bowls.

The following are the drawings in the second round of the competitions now being held by the Kowloon Bowling Green Club. The different times are to be completed by October 11:

CLUB CHAMPIONSHIP.
R. Whyte, bye.
Wm. Ramsay v. T. Skinner.
G. K. Haxton v. T. Neave.
W. J. Crawford v. T. Wright.
R. Lapsley v. J. M. Henderson.
A. Ritchie v. R. H. Baxter or G. Wilson.
D. McIntyre or R. Hunter v. A. A. Milroy.

F. H. Dixon v. A. Ramsay.
PRESIDENT'S COMPETITION.
G. K. Haxton v. A. Ritchie.
T. Skinner v. G. Edwards.
Wm. Ramsay v. A. Ramsay.
T. Neave v. R. Whyte.
A. A. Milroy v. W. J. Crawford.
R. Lapsley v. R. H. Baxter.
A. Nicholson v. T. Wright.
Wm. Russell v. R. Hunter.

VICEROY'S COMPETITION.
R. Whyte, bye.
Wm. Russell v. F. H. Dixon.
J. Ramsay v. G. T. Wilson.
G. K. Haxton v. R. Hunter.
J. C. Goo v. D. McIntyre.
G. R. Edwards or R. Hunter v. A. Ramsay.
T. Wright v. T. Skinner.
Dr. Swan v. W. J. Crawford.

Cricket.

The annual meeting of the Kowloon Cricket Club will be held at the Seamen's Institute on Thursday, the 20th inst. at 8 p.m.

ROYAL HONGKONG YACHT CLUB.
The following yachts were registered at the meeting held at Happy Valley from 5th to 10th September:

ROBERTSON YACHT CLUB.
Mr. R. J. Gies, 70-4-75.
Mr. H. Finckley, 50-12-75.
Mr. T. R. Barry, R.N., 70-5-75.
Mr. T. S. Forrest, 70-4-85.
Major Pater, R.W.N., 81-5-84.

POOL.
Mr. C. R. Down, R.A., 82-7-75.
Mr. J. Clark, 76-1-75.
Mr. F. R. Barry, R.N., 70-5-75.
Mr. T. S. Forrest, 70-4-85.

The Next Swimming Fete

On Friday next the V.R.C. will hold a swimming fete at night, commencing at nine o'clock. In order to seat all spectators additional accommodation has been provided, which, it is expected, will be ample. The band of West Kent regiment has been engaged, a good programme has been arranged, and, given a fine night, the success of the last fete will be rivalled, if not eclipsed. As usual the Sports will open with a two lengths' handicap and from the entries received the race promises to be more than usually exciting. In the first heat C. M. S. Alves (receives 10) has been given an additional two seconds, and Ribeiro (receives 8) has had one put on. White (receives 15) did well in the last handicap, being only just beaten in his heat, and should make a good showing this time. E. Humphreys (receives 6) has not been training lately and is not likely to do what he can as well as he might, while both Pereira (receives 6) and N. H. Alves (receives 1) have been well handicapped. Could C. M. S. Alves be depended on he ought to be able to win, but on his form to-date his chances are not bright. Ribeiro should win the heat; N. H. Alves second.

Servien has been very well treated in the second heat, receiving nine seconds from C. Humphreys (scratch). The latter did a good sprint last week and with steady training would have to be reckoned with. A steadily improving swimmer is Souza (receives 15); he went close to winning last time, and has even a better chance now. Lopes (receives 7), Bains and Barros (receive 6) will have to exert themselves to win, but the chances are in favour of Souza or Servien winning.

The finest race of the evening should be witnessed in the third heat. Netto (receives 12) has to be considered; he made a good showing in the last race. Gray (receives 8) is an unknown quantity but Lamont, on the same mark, is not a likely winner. Romodios (receives 7) and Lyon (receives 2) are fairly handicapped, while Witcomb, the scratch man, has a stiff task in front of him. The men should finish in a bunch, with Remedios in front and Witcomb second.

The final is certain to be as close event. The lantern, blindfold, and lottery races are expected to prove amusing, while the two diving events will also provide entertainment.

A very good item—and one which usually raises the spectators to enthusiasm—is the time race, in which four relays of six men each will compete against each other. On paper Witcomb's or Humphreys' team appears the best of the four, but so many surprises have been effected in this class of racing that it is difficult to express a definite opinion.

The evening's sport will close with a water polo match and a close game should result, though artificial light is not so conducive to good play as daylight. Witcomb has a well balanced team but is lacking a tried goal-keeper, in which department the other team is strong.

Interport Cricket.

We understand (says the Times of Ceylon) that it is proposed to send a Ceylonese Cricket Team to Singapore next year. It will be under the auspices of the Colts

Club, and the first steps towards the project have already been taken.

Mr. T. W. Burgess, the well known swimmer, has made another attempt to swim the English Channel, says a telegram from London, dated August 10.

He was in the water for 8 1/2 hours and managed to get within six miles of Greenore, on the coast of France, when he had to be taken into the accompanying boat, through exhaustion.

INDIANS AND CHINESE.

A Robbery at Yaumati.

There seems to be a chance of the race trouble at Yaumati between the Indians and Chinese being revived, and the police are consequently taking precautions to keep order. Extra police are still on duty in the district but notwithstanding their presence a Chinaman was held up last night by two Indians and robbed of his umbrella. This was apparently all that the Indians wanted, for they did not go through the man's pockets or in any other way molest him.

On being released the Chinaman at once hurried to the police station and reported the robbery but he declared that he could not recognise the Indians, whom he described as soldiers because they were wearing military bolts.

Inquiries are on foot but in the circumstances there is little chance of the Indians being caught.

THE FAR EAST.

Points from the Press.

CHINA'S CONSTITUTION.

The grant of a constitution to China is postponed indefinitely. Such is the tenor of the Imperial Edict, issued on September 1, which had been so eagerly awaited by many thousands throughout China. As a constitution could only have been a small factor in the achievement of the end in view, the N. C. Daily News opines that we may regard its postponement, even indefinitely, with equanimity. The only significance that would attach to the Imperial veto turns on the question whether it is based on a genuine desire to postpone measures for which the people are not ready, or whether it represents the triumph of reactionary interests over the more enlightened school of thought in China. The history of the next few years will decide this point. The most disconcerting feature in the situation is the fact that it seems as if a very small section of the reform party had a clear conception of the goal to be kept in sight. There is no wide popular clamour for administrative reform and official honesty, without which there can be no real China for the Chinese. So far the only outcry has been against the reform, and whether a vague manner against foreigners and the attention of reformers has been diverted from the short-comings of their own governing class. It may be that those who have advocated the grant of a constitution have been somewhat naïf, but the method to attain it is to be hoped that now that the reform party has a clear conception of the goal to be kept in sight. There is no wide popular clamour for administrative reform and official honesty, without which there can be no real China for the Chinese. So far the only outcry has been against the reform, and whether a vague manner against foreigners and the attention of reformers has been diverted from the short-comings of their own governing class. It may be that those who have advocated the grant of a constitution have been somewhat naïf, but the method to attain it is to be hoped that now that the reform party has a clear conception of the goal to be kept in sight.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—
On the 12th at 11.35 a.m.—The barometer has risen over Formosa, and the S.E. and E. Coasts of China, and is little changed elsewhere.
A circular depression appears to have formed, or to be forming in the low pressure trough to the northward of Hongkong, probably in from 18° to 20° Lat.
Pressure remains high over E. Japan and also to the N.W. of China. The most important depression from the west is shown, over E. Japan where pressure is from 0.2 to 0.3 inch in excess, and in the neighbourhood of Hongkong where it is in defect about 0.1 inch.

Hongkong Rain-fall for the 24 hours ending at 10 a.m. today, 0.17 inches.
Forecast for the 24 hours ending at noon to-morrow:
FORECAST DISTRICT.
1.—Hongkong and Neighbourhood: N. E. winds, fresh to strong; squally showers.
2.—Formosa Channel: N.E. winds, strong.
3.—South coast of China between Hongkong and Lamoo: Same as No. 1.
4.—South coast of China between Hongkong and Lintai: N. winds, strong.

Mountain Climbing.
Dr. William Hunter Workman and his wife, the well-known American explorers, have ascended a mountain in Kashmir to a height of 23,000 feet.

A writer in the Sydney Referee gives a highly imaginative and very amusing account of the King at Epsom on Derby day, at which no one would laugh louder than His Majesty himself: by chance he ever read what was said of him. We call the following from the account in question: "The King strolls round amongst his subjects in a style that must make Continental rulers sit up and stare; but probably our Edward is the most popular man 'with all classes in England' today. 'What would you like today, sir?' says a large-bodied butler and the King, in his drowsy, drawing way, asks: 'Book me to Epsom!' 'Well, five shillings, please, says the other, but you'll be 'at' the point, and he books the waiter just as he would his grocer."

PNEUMONIA.

THIS disease always results from a cold or from an attack of influenza. Champ-burton's Cough Remedy quickly cures these ailments and counteracts any tendency towards pneumonia. It is made especially for these and similar ailments, and can always be depended upon. For sale by all chemists and druggists.

SHANGHAI IN PARAGRAPHS.

(From Our Correspondent.)

SHANGHAI, September 12.

This has been a week of excitement, but some of the news has been extremely sad and that more especially refers to the untimely death of Dr. Curt Scholtz, the German Acting Consul General. They say the good die young and this instance certainly illustrates the adage because Dr. Scholtz was a man of exceptional diplomatic brilliancy, as his youth—he was only thirty-eight. Although he was only eleven months in our midst he will be deeply missed as his decisive methods have been keenly appreciated by the German community and marked with approval by other nationalities. Typhus was his undoing, and although every care was given him during four weary weeks, the dread scourge gained the day and Bubbling Well Cemetery claims for its own yet another man who has done good for Shanghai.

In brighter vein we have had the arrival of Sir John Jeddah, on route for Peking, and Shanghai has seized the opportunity to say endless pretty and well warranted phrases about the new British Minister. They are all meant, too, but I do think Hongkong would have done something more than speak. They would have given him a rousing welcome, and dinners, fetes, etc., would have been the order of the day. It is the old cry, we have no organisation, and even a worth noting go past unheeded, and the indifferent Britisher inwardly confesses his fault but does not unambiguously confess to his neighbour, and then the time for doing anything flies away and there is only the after feeling of sorrow. Some say that if Sir Pelham Warren had not been absent some official welcome might have been accorded our distinguished visitor, but without wishing to be disrespectful I somewhat doubt the probability because energy and a sense of the fitness of things have not always influenced our worthy British Consul General.

At last the traditions in the French Concession have seen their commencement and when they are in proper working order they bid fair to revolutionise the place. For a long time Britishers have looked here, not, of course, because of the forthcoming tramlines, but because of the freshness of the neighbourhood and the difficulty of finding suitable residences at moderate rentals in the Bubbling Well district, and this has all united to send up the price of land to very big sums. In fact, there is quite a boom in land purchase round the Paul Bunat district and if anticipations are realised there will in a few years arise a new and vast French Concession quite out of keeping with its present somewhat struggling pretensions.

Shanghai is becoming far too modernised in the worst sense of the word for travellers in the East. We have grown used to the horrible advertising placards stuck at random in England's fairest meadows but it is a shock when coming up by launch from Woosung to Shanghai to see a row of placards, each one several yards apart, telling the visitor where he can go to, what he can drink and eat and buy and in fact giving him a history in brief of the Settlement. Shanghai is not pretty and the best part of it is this approach because the paddy fields and rushes look fresh and green and you forget the dreary fustiness, but even this has been destroyed and the whole of the place reduced to the same dull ugliness.

The Municipal Council deserve a word of praise. It does sound strange but all the same it is a fact. They at least look after the health of the public as far as they are able and quite apart from their published warnings as to the proper care of food and what may and what may not be eaten, they are very energetic in sending round sanitary inspectors even to the remotest districts within the Settlement. A drain stopped with mud, too many Chinese ratters huddled together in the back quarters of a foreign house, a little heap of garbage thrown carelessly down, all such small dangers are discovered, the guilty parties severely reprimanded and landlords very promptly forced to repair faulty surface drains. It is well because careless householders and their servants do not like a scolding and it is an incentive to conform to rules which although drawn up for their own benefit they otherwise would be too lazy to adhere to.

Leaving alone the surly unlovability of the Japanese male, the land of the Golden Chrysanthemum is a place of sunny smiles and when gravely habited members of the white world travel thence they are apt to cast aside inborn customs and frolic in the spirit of light-headed revelry. This is very nice and a holiday feeling creeps over us at the reflection. Even from the pulpit it is admitted that man has a right to enjoy himself and many teachers of the Word set the good example, but it has been reserved for a Shanghai clergyman to act up thoroughly to what he preaches. It was a very pretty sight, I am told, to see the roving gentleman in question, clothed in a highly respectable bathing costume, allowing young lady members of his congregation who had happened to summer at the same spot, to climb on his spacious back and from thence take headers into the briny.

According to a correspondent of the North China Herald the Russian Post Office is in a state of appalling chaos and the autonomy of the Empire reigns supreme in this Shanghai department of the Government. The gentleman in question tells how he vainly sought to register an official letter to St. Petersburg but the only man in the Post Office—a Chinese—was unable to undertake such a duty until his master returned and that individual was taking a little trip in Japan. After a week had passed, the would-be sender again endeavoured to register the letter but the Postmaster had not returned and the letter still waits. The Chinese said a mail had been received but it could not be delivered until his master chose to wander back, and the Russian Consul has no power to break the seals. Russia is in revolution and some are found to wonder.

BY WHARF AND WAVE.

The second class cruiser "Flora" returned to Hongkong yesterday after a very lengthy cruise. The "Flora" left Hongkong some months ago and has been to South America, Honolulu and the South Pacific Islands from where she came to Hongkong.

A rather curious accident occurred in the harbour yesterday as a lighter loaded with potatoes which was being towed by the steamer "Carl Diederichsen." The steamer was shifting her berth at the time with the lighter in tow made fast fore and aft. Suddenly one of the ropes broke and the strain on the other caused the lighter over throwing the whole of the cargo (100 tons of potatoes) into the harbour and the crew also. The latter were rescued by men from surrounding lighters and launches. The potatoes were, of course, a complete loss.

Captain Pennfather, who had command of the "Shantung" on her recent special trip from Hongkong to Calcutta, thence to Surabaya and back to the Colony, has a good word to say for the performance of his ship. The "Shantung" left Hongkong on May 8 and arrived back here on September 10, having taken 48 1/2 days on the outward journey and 44 1/2 from Calcutta to Surabaya. Altogether the vessel steamed 23,192 miles at an average speed for the whole voyage of 9.7 knots. The engines were not stopped once at sea, and the ship behaved splendidly in all respects, this, as Captain Pennfather remarked, shows how well she has been looked after. Captain Pennfather will return to the "Shantung" and the "Shantung" will resume her run to Java, etc.

The Docks in the Philippines.

Manila threatens our Docks with extinction. The Colonies proclaim in big headlines that the new Naval Yard at Port Olango on Subic Bay will be the biggest and best port of Suez. They say they will be able to do a battleship there without manual labour in five hours. "The plans involve an expenditure of \$10,000,000 to begin with. The elaborate coaling facilities are the principal features, although they will cost only about a third of the total expenditure. Besides the dry-dock and the coaling plant there will be eight big buildings, each more than a city block in length and half an acre wide, which will be used as shops. There will be quarters for men and officers detailed to be at Olango and a big recreation ground. The harbour will be so heavily fortified that it will be impossible for any enemy to make a successful attack from the sea.

The coaling plant is by all odds the most interesting part of the shore plant. There are to be six units, all in duplicate. Each unit is made up of a steel and concrete wharf, a storage shed of 15,000 tons capacity and coal handling apparatus consisting of belt conveyors and large travelling cranes, with chain shell buckets for unloading coallers. The capacity of the storage shed on each wharf is sufficient to coal four to six large ships. Each unit will cost approximately half a million dollars.

The whole construction will be massive, and not a bit of wood will be used. This is chiefly for the reason that the teredo or white ant honeycombs timber construction so rapidly that its life is very short. Each wharf will be 250 feet long and 80 feet wide and that will be plenty big enough to berth the largest battleship. The deck of the wharf will be 42 inches thick along the outer edge, where the load is heaviest, and 24 inches in toward the shore. A concrete retaining wall is being built along the shore and the decks of the wharves will be built right into this retaining wall at the shore end.

These wharves will be supported on pillars of concrete 4 feet 6 inches in diameter and the front row of pillars will go down very deep. Those out near the extreme end of the wharf will go down 39 feet.

The first of these wharves was started four months ago and is expected to be finished early next year.

Erected upon the wharves are the conveying systems. The machinery on each wharf will be capable of taking 200 tons of coal an hour out of the hold of a collier, and putting it in the storage shed which lies parallel to the wharf on the shore. The work of putting coal in a battleship can be done at least twice as fast, because the coal can be deposited in the ship's bunkers with the assistance of gravity.

Along the outer edge of the wharf there is an elevated bunker-running the entire length. This is divided into compartments of about 10 feet each. Each compartment is thus a small bunker with a sloping bottom and a door near the bottom on the seaward side. The four belt conveyors every coal in a steady stream through the shed on the wharf to the wharf bunker.

A conveyor which runs perpendicular to the main belt line takes the coal and distributes it to any of the compartments on the main line. Thus coal

can be brought from any place in the storage shed to any point along the outer edge of the wharf without the direct use of manual labor in any way, and any bunker on a warship can be filled independently of the others. When the doors of the separate wharf bunkers are opened the coal slides down by gravity through chutes into the ship.

Coal is taken from the colliers by means of travelling cranes. These run along the top of the wharf bunkers, each provided with a clam shell bucket or rried on an arm projecting over the ship. The coal is dredged out of the collier as mud is scooped up out of harbours. Conveyors carry it back to the storage shed. All the apparatus is operated by electricity.

On July 25, the British steamer, "Al-dershot," of London, 1,354 tons, Captain W. W. Adam, arrived in Sandakan from Hongkong in ballast, and after stopping in Kudat for a few hours proceeded to Tanjong Batu to load Mangrove ore. The "Aldershot" has a dead weight carrying capacity of 3,180 tons, and after loading 3,000 tons of the ore will proceed direct to Mastyn, near Liverpool, to which port the Mangrove is consigned, the first port of call on the way being Colombo. The "Aldershot" is probably the first vessel carrying a cargo direct from North Borneo to England, and marks a new era in the history of the State. Captain Adam reported having experienced a typhoon in the China sea, the days run on one occasion being only 90 miles.

Wm. Dawson, Commander, R.N. writes to the Standard thus:—Time was when shipping companies, merchant adventurers, and commanders, secured under a ship daily in long yachts, such as was then, and is still, usual in churches ashore. This still continues to be daily observed in even the smallest of the King's ships, as well as in some well managed merchant vessels. Attendance at Divine worship at sea was often one of the articles of agreement signed by merchant seamen, with living memory. It brings in brotherly feelings and calmness, consideration for others, contentment, discipline, good cooking, and clean forecasles. Unhappily, in the majority of British cargo ships this ancient custom of the sea is in abeyance. A difficulty sometimes arises from the absence of the requisite books for united prayer and praise. If these are not provided before the ships leave home, they cannot be supplied at sea, nor always be procured in foreign lands. To meet this practical want, a few friends of sailors have enlisted the Missions to Seamen to place "service boxes," containing the requisite Bibles, prayer, hymn, and sermon books for the use of the crew, on board 800 ships in the last few years conditional on some one on board pledging himself to conduct united worship on board, at least every Sunday, with the captain's permission. Seamen of various nationalities and creed thus assemble to worship the common father of all men, on the high seas, and encouraging reports have been received from several ships with mixed crews, telling of the Divine Services held, and of the most interesting and satisfactory results evidenced in the natural good feeling, general happiness, and cheerful conduct of all on crew. Naturally the demand for "service boxes" grows with such experience, and the special fund generously subscribed for this purpose is exhausted. They cost from 18s. to 23s. each, according to the number of the crew. As the arrangements are generally made at the last moment, the vessels are leaving dock, each captain is left with a stock in hand ready for supply. About £200 would suffice for a year's supply. "Service boxes" or the means of providing them, would be very gratefully received by the Missions to Seamen, 11, Buckingham-street, Strand, London, W.C.

FATHER GAPON'S MURDER.
Still Another Account.
The Daily Express publishes information, to the effect, that Father Gapon's death was due, not so much to his having betrayed the secrets of the revolutionary party to the police, as to jealousy. To summarise this information briefly, after the events of "Red Sunday" Father Gapon travelled about the Continent carrying on the work of propaganda. An intermediary between him and his Russian comrades was a good-looking Jewess, with whom another prominent revolutionary and strike leader was in love. The latter, on learning that Gapon without his knowledge, lured the renegade to a villa at Ozerk, and killed him with a Blodgum, afterwards firing a rope round the neck and hanging the body from the ceiling.

CANADA'S TRADE.
Increased Commerce With Britain.
OTTAWA, Aug. 10.
The aggregate foreign trade of Canada, according to the returns for the last fiscal year, amounted to \$116,000,000, being a gain of \$4,000,000 as compared with the previous year. A striking feature of the returns is the improvement in the trade with Great Britain, which contributes \$3,040,000 towards the increase.

The total imports from Great Britain amount to \$18,600,000, an increase of \$1,800,000. The value of Canadian goods exported to Great Britain was \$25,400,000, a gain of \$3,000,000. The United States imports represented a value of \$36,200,000, showing an increase of \$2,800,000, whilst the exports of Canadian goods to the same country totalled \$16,700,000, a gain of \$2,400,000. The improvement in the trade with Great Britain amounts to 13 per cent, as compared with the imports from the United States, which show an increase of eight per cent.

GOOD FAMILY LINIMENT.
EVERY family should be supplied with a bottle of Chamberlain's Pain Balm. For cuts, bruises, burns, sores or similar injuries, which are of frequent occurrence in every household, there is nothing so good. It cools and soothes the wound and not only gives instant relief but brings out a speedy and permanent cure. For sale by all chemists and druggists.

NEW CONNAUGHT HOTEL.

HIGH-CLASS HOTEL.

UNDER STRICTLY AMERICAN MANAGEMENT.

Hot and Cold Water Throughout.

TABLE D'HOTE. CUISINE EXCELLENT.

COMMODIOUS ROOMS WITH EVERY COMFORT.

For Terms, apply to
A. W. SLATON,
Manager.

Hongkong, April 12, 1906. 700

The ROBINSON PIANO COMPANY, Ltd.

BUILD THE MOST SERVICEABLE PIANOS.

FOR THIS CLIMATE.

SOLIDLY CONSTRUCTED

and all parts thoroughly seasoned at our Factory here.

PRICES FROM \$390.

CASH OR CREDIT.

HIRE FROM \$10 per month.

WEISMANN, LIMITED.

PURVEYORS TO HIS EXCELLENCY THE GOVERNOR OF HONGKONG.

BAKERS AND CONFECTIONERS.

REFRESHMENTS for the HOT SEASON.

ASSORTED ICE CREAMS always on hand.

ICE CREAM SODA.

ICED SODA WITH Fresh Lemon Juice, Raspberry Juice, Strawberry " Vanilla, Pine Apple " Red Berry, Lime " Bognot Pear, Sarsaparilla " Ginger.

and Apricot Juice.
Hongkong, May 28, 1906. 688

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CAMBODIA, ANNA, THURAI, COCHIN AND JAPAN.

Translated by EDWARD HARPER PARKER and Reprinted from THE CHINA REVIEW.

Price 50 Cents.

For Sale at The "CHINA MAIL" Office 57 Wyndham Street.

When calling for a Gin Sling, Gin Cocktail or any other drink comprising GIN, be sure and see you get

"D. C. L." OLD TOM.

Per Case 12 Bottles...\$8.00.

SOLE AGENTS:

H. PRICE & CO., 15, QUEEN'S ROAD CENTRAL, TELEPHONE NO. 135.

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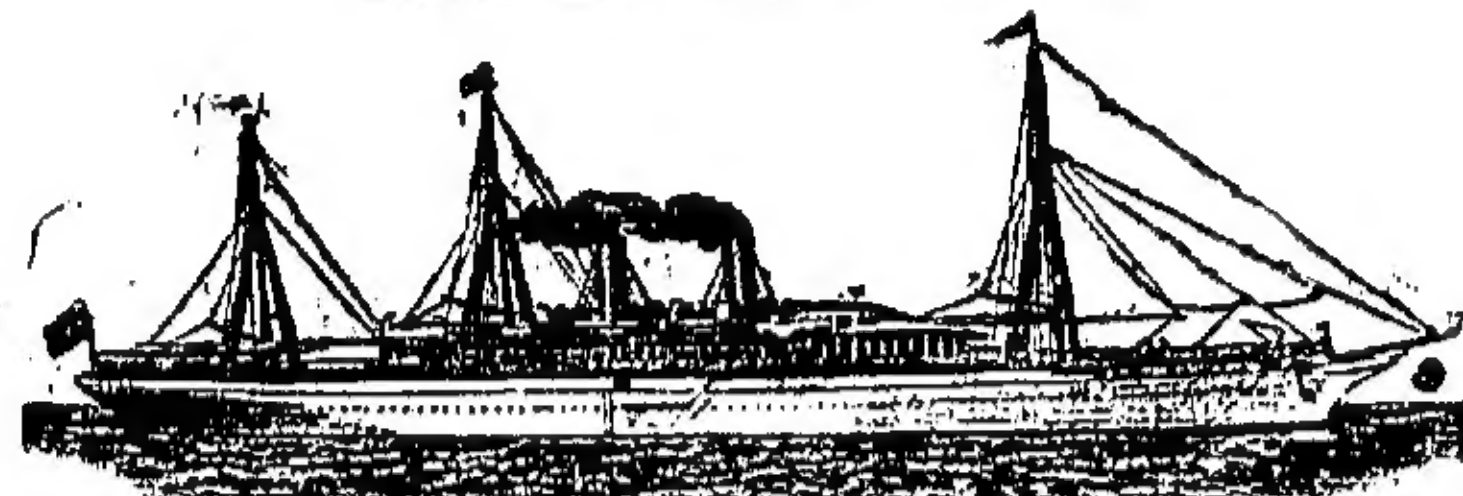
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

DESTINATION	SHIP	DATE	REMARKS
LONDON & ANTWERP, Via Suez, Pango, Ocho, Port Said and Marseilles.	JOVA	About 13th September	Freight and Passage.
YOKOHAMA, via SHANGHAI, OCHIKAWA, MOI and KOBE.	POONA	About 16th September	Freight only.
SHANGHAI.	DELHI	About 19th September	Freight and Passage.
LONDON, via UGAL PORT, DEVAHA.	DEVANHA	Sept. 22nd	See Special of Office.

E. A. HEWETT, Superintendent

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule of 11 Days across the Pacific to the "EMERALD LINE" Service to 10 Days Ocean Travel to VANCOUVER.

SHIP	DATE	ARRIVE	DEPART
EMERALD OF JAPAN	Thursday, Sept. 27	Oct. 15	Oct. 15
MONTAGUE	Thursday, Oct. 3	Nov. 12	Nov. 12
EMERALD OF CHINA	Thursday, Oct. 31	Nov. 24	Nov. 24
TARTAR	Thursday, Nov. 22	Dec. 10	Dec. 10
EMERALD OF INDIA	Thursday, Nov. 22	Dec. 10	Dec. 10

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express and at Quebec with the Company's new palatial "EMERALD" Steamship Express, and at Quebec with the Company's new palatial "EMERALD" Steamship Express, and at Quebec with the Company's new palatial "EMERALD" Steamship Express.

R.M.S. MONTAGUE, TARTAR and EMERALD Carry INTERMEDIATE Passengers only—intermediate rates, affording superior accommodation for that class. Passengers booked through to all ports and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	SHIPS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SADU MARU, Tons 5,227, Capt. Geo. Anderson	WEDNESDAY, 13th Sept., at Daylight.
	BINGO MARU, Tons 5,243, Capt. F. Sommer	WEDNESDAY, 3rd Oct., at Daylight.
	KAWACHI MARU, Tons 6,101, Capt. H. Petersen	WEDNESDAY, 17th Oct., at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., Via KEELUNG, SHANGHAI, MOI, KOBE AND YOKOHAMA.	SHINANO MARU, Tons 6,398, Capt. K. Kawata	Monday, 17th Sept., at 4 p.m.
	AKI MARU, Tons 4,444, Capt. M. Yagi	Monday, 15th Oct., at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Tons 5,776, Capt. Hunter	SATURDAY, 29th Sept., at Noon.
	YAWATA MARU, Tons 3,877, Capt. W. Townsend	FRIDAY, 2nd Nov., at Noon.
BOMBAY, Via SINGAPORE AND COLOMBO.	COLOMBO MARU, Tons 4,769, Capt. J. Nagao	TUESDAY, 25th September.
	BOMBAY MARU, Tons 4,029, Capt. K. Ishikawa	TUESDAY, 9th October.
NAGASAKI, KOBE AND YOKOHAMA.	YAWATA MARU, Tons 3,817, Capt. W. Townsend	WEDNESDAY, 3rd Oct., at Noon.
SHANGHAI & KOBE.	YAWATA MARU, Tons 3,817, Capt. W. Townsend	SATURDAY, 22nd September.
KOBE AND YOKOHAMA.	SANUKI MARU, Tons 3,412, Capt. A. Koith	SATURDAY, 22nd September.
	SAKUKI MARU, Tons 3,112, Capt. N. Mathieson	SEPTEMBER.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships MINNESOTA - DAKOTA

28,000 TONS BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'DAKOTA'	Captain E. FRANKS	On TUESDAY, 18th October, at Noon.
'MINNESOTA'	Captain J. H. RIMMER	On MONDAY, 3rd Dec., at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris. LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, &c. Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge. For convenience of country cabin passengers return tickets are interchangeable with regular mail fares between Japan, China and Hong Kong. For full information regarding freight or passage apply to NIPPON YUSEN KAISHA, Agents.

NIPPON YUSEN KAISHA, Agents.

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TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	MOYNE	13th September.	
GLASGOW AND LIVERPOOL	AGAMEMNON	13th "	
GLASGOW AND LIVERPOOL	CALCUTTA	20th "	
GLASGOW AND LIVERPOOL	MENELAUS	27th "	
GLASGOW AND LIVERPOOL	NINGCHOW	27th "	

FOR	STEAMERS	TO	DATE
GENOA, MARSEILLES & LIVERPOOL	PERLUS	15th September.	
LONDON, AMSTERDAM & ANTWERP	CYCLOPS	25th "	
HAVRE, ROTTERDAM & LIVERPOOL	KINTUCK	3th "	

Taking Cargo for Liverpool at London Rates. + Via Bangkok.

TRANS-PACIFIC SERVICE.

THE NORTHERN PACIFIC RAILWAY CO. TAKING CARGO ON THROUGH BILLS OF LADING TO ALL PORTS AND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGA-SAKI, KOBE & YOKOHAMA.	NINGCHOW	10th September.	
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	NINGCHOW	10th "	

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO	DATE
SHANGHAI	NANCHANG	17th September.	
MANILA	TAMING	18th September.	
SHANGHAI	SHAOHSING	20th September.	
TIENSIN	LIANGCHOW	22nd September.	

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light, Unrivalled Table, & daily qualified Surgeons in service. Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports. N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon sailings. Electric Light—Perfect Cuisine—Surgeon and Stewards carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAPIRO	2540	R. Rodger	Manila	SATURDAY, September 15, at 12 o'clock Noon.
RUBI	2540	R. Almond	Manila	SEPTEMBER 24, at 12 o'clock Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK, via PORTS AND SUEZ CANAL. (With Liberty to Call at the MALABAR COAST.)

TO SAIL S.S. SOUTH AMERICA About 10th October, 1906.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS. FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship OCEANIR, Captain COURT, will be despatched for the above ports on or about MONDAY, the 17th September.

G. DE CHAMPEAUX, Agent. Hongkong, September 10, 1906. 1771

FOR NEW YORK, via PORTS AND SUEZ CANAL. (With Liberty to Call at the MALABAR COAST.)

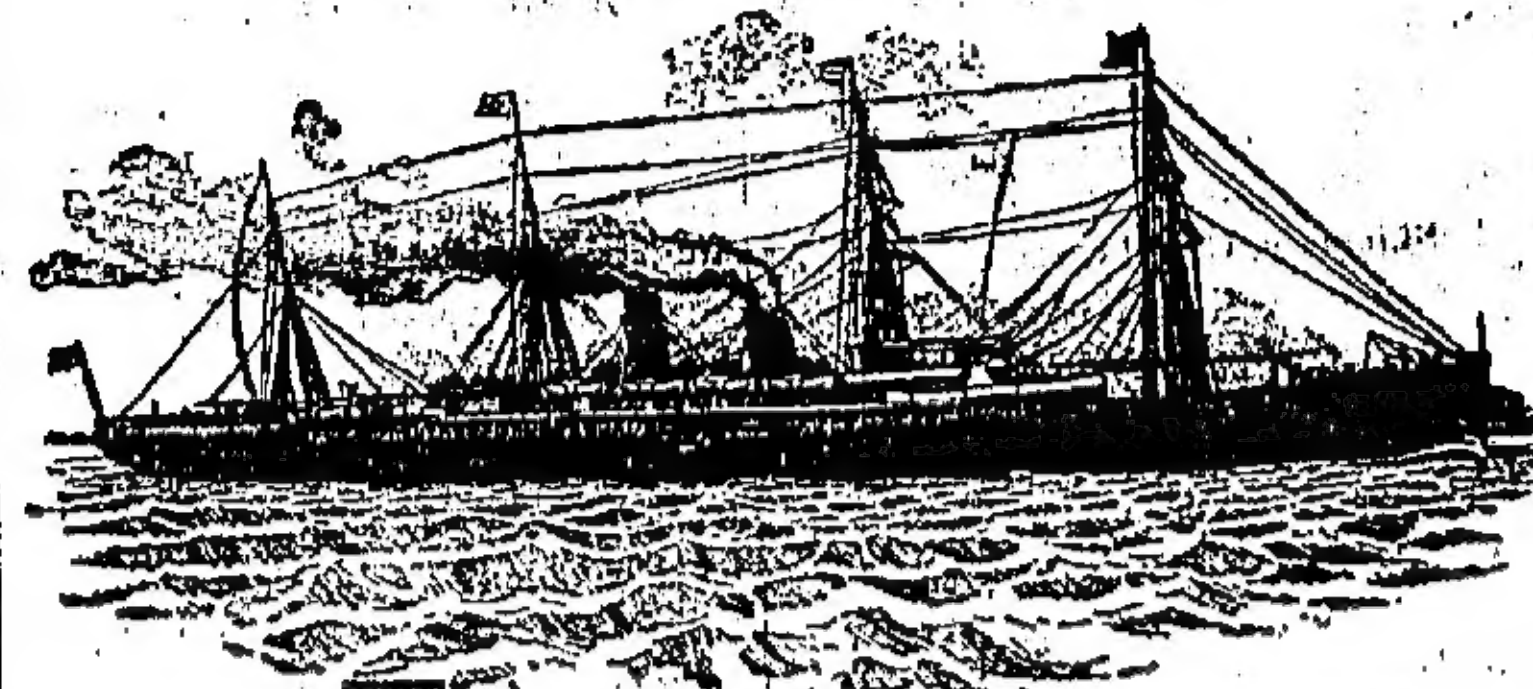
THE Steamship MONTROSE, Captain R. GREGG, will be despatched for the above ports on or about 17th September. For Freight, etc., apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, (Hotel Mansion), Hongkong, August 17, 1906. 1836

Shipping.

PACIFIC MAIL S.S. CO. OCCIDENTAL AND ORIENTAL S.S. CO. TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, ONAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE	AT	TIME
DORIC, 8,500 Gross Tons.	FRIDAY, 14th Sept.	at Noon.	
COPTIC, 9,000 "	SATURDAY, 22nd Sept.	at Noon.	
HONGKONG MARU, 11,000 "	TUESDAY, 2nd Oct.	at Noon.	
KOREA, 18,000 "	FRIDAY, 12th Oct.	at Noon.	
AMERICA MARU, 11,000 "	TUESDAY, 23rd Oct.	at Noon.	
SIBERIA, 18,000 "	TUESDAY, 30th Oct.	at Noon.	
CHINA, 10,200 "	TUESDAY, 6th Nov.	at Noon.	
MONGOLIA, 17,000 "	TUESDAY, 13th Nov.	at Noon.	
NIPPON MARU, 11,000 "	TUESDAY, 20th Nov.	at Noon.	

RECORD FAST TRIPS. Yokohama to San Francisco, S.S. KOREA, 18,000 tons. September 14-27th 1905; 10 days, 11 hours and 5 minutes. San Francisco to Honolulu, S.S. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours. San Francisco to Yokohama, S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours. Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905, 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship DORIC will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 14th September, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Panama, and to ports in Mexico, Central and South America, by the Companies' connecting Steamers. For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO. SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, via KURE, MOI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

STEAMSHIP	DATE	TO	DATE
NICOMEDIA	Sept. 15, at Noon.	TO SAIL ON	
YOMANTIA	Oct. 5, at Daylight.	TO SAIL ON	
ARABIA	Nov. 8, at Daylight.	TO SAIL ON	
ARAGONIA	Nov. 19, at Daylight.	TO SAIL ON	

Through Bills of Lading issued for Pacific Coast Ports and all Europe, Canada and United States Ports. For freight rates of Freight and further information communicate with or apply to S. SILVERSTONE, Agent.

INGO-CHINA STEAM NAVIGATION CO., LD.

STEAMSHIP	DATE	TO	DATE
SHANGHAI	THURSDAY, Sept. 13, at 4 p.m.	TO SAIL ON	
SINGAPORE, PENANG AND CALCUTTA	FRIDAY, Sept. 14, at 3 p.m.	TO SAIL ON	
MANILA	FRIDAY, Sept. 14, at 4 p.m.	TO SAIL ON	
SANDAKAN	SATURDAY, Sept. 15, at 4 p.m.	TO SAIL ON	
TIENSIN	SATURDAY, Sept. 15, at 4 p.m.	TO SAIL ON	

These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Cheloo, Tientsin, Newchwang and Yantze River. Taking Cargo on Through Bills of Lading to Kudat, Lahad Dato, Singapore, Taiwan, U. S. Japan, Johnston and Labuan. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TUGBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
PERIADES	2753	F. C. Purinton	20th September.
LYRA	4417	G. V. Williams	29th September.
SHAWMUT	9508	E. V. Roberts	24th October.

* Cargo only.

HEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND OUTSIDE ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Lyra are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels insures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo stored in bonded storerooms.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information Apply to Dodwell & Co., Limited, GENERAL AGENTS.

THE REVENUE OF CHINA. A SERIES OF ARTICLES. Reprinted from 'The China Mail.' With an Appendix. To be had at the Office of this Paper, 5, WYNDHAM STREET. Price, 50 Cents.

WASHING BOOKS. (In English and Chinese.) WASHMAN'S BOOKS, for the use of Ladies and Gentlemen, can be had at this Office.—Price, 50 Cents. GUYA MARK OFFICE, 5, WYNDHAM STREET.

ERROLL. For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

Shipping.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship PRESIA, Captain CRAGLIETTO, will leave for the above ports on THURSDAY, the 13th instant, a.m. For Freight or Passage, apply to SANDER, WIELER & Co., Prince's Building, Hongkong, September 6, 1906. 1751

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship ARRATOON APOAR, Captain E. FRY, will be despatched for the above ports on THURSDAY, the 13th inst., at 3 p.m. For Freight or Passage, apply to D. SASSON & Co., Ltd., Agents.

Hongkong, September 11, 1906. 1757

MESSAGERIES MARITIMES.

STEAM FOR SINGAPORE, PENANG, HATTA, VIA COLOMBO, DONDAY, CALCUTTA, ADEN, DIBOUT, EGYPT, MARSEILLES, LONDON, HAVRE, BORNEAU, MEDITERANEE AND BLACK SEA PORTS.

THE Steamship POLYNESIE, Captain BROC, will be despatched for MARSEILLES on TUESDAY, the 18th September, 1906, at 1 p.m. Passage Tickets and through Bills of Lading issued for above ports. This Steamship connects at COLOMBO with the Australian line s.s. FARRA bound for MARSEILLES, via BOMBAY and ADEN. Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—S.S. NAGASAKI, Oct. 2, 1906. S.S. OCEANIC, Oct. 16, 1906. S.S. TOURNAI, Oct. 30, 1906. S.S. TONIN, Nov. 13, 1906. S.S. ANAND BEND, Nov. 27, 1906. G. DE CHAMPEAUX, Agent. Hongkong, September 6, 1906. 1755

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERANEE PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for HATTA, VIL PERIAN, COLOMBO, CALCUTTA, ADEN, DIBOUT, EGYPT, MARSEILLES, LONDON, HAVRE, BORNEAU, MEDITERANEE AND SOUTH AFRICAN PORTS.

THE Steamship DEVANHA, Captain T. H. BIDE, will be despatched for the above ports on SATURDAY, the 22nd September, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship China, 7,812 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Suez and Yantze, all Cargo for France, and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London (other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 2nd November, 1906).

Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, September 9, 1906. 1765

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR Fiume and Trieste Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.

Taking cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Yantze and Adriatic Ports.

THE Company's Steamship PRESIA, Captain STABLER, will be despatched for the above ports on THURSDAY, the 27th inst. This Steamer has special accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WIELER & Co., Agents, Prince's Building, Hongkong, September 4, 1906. 1743

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL. With Liberty to Call at MALABAR COAST. Proposed Sailings from Hongkong:—

STEAMSHIP TO SAIL: 1906.

ERROLL. For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

Vessels Advertised as Loading

EXCLUSIVE OF DATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Building.
8. From Blue Building to East Point.
9. From Kellie's Island³ to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

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VESSEL'S NAME.	ANCHOR.	CAPTAIN.	FLAG AND RIG.	TONS NETT.	DATE OF ARRIVAL.	COMPANIES OR AGENTS.	DESTINATION.	REMARKS.
AKASHI MARU	3	C Merlie	Japan. str.	970	Sept. 8	Osaka Shosen Kaisha	Suway & Anping	Sept. 13.
Anglin	2	C Kumpel	Ger. str.	101	18 Sept.	Butterfield & Swire		
Arratoon Apar	3	C Gushki	British str.	2931	8 Sept.	David Sassoon & Co., Ltd.	Pore & Calcutta	Sept. 13.
Borno	3	C Semblil	Ger. str.	1344	8 Sept.	10 Molchers & Co.		
Bond	3	C Svenson	Norw. str.	1519	Sept. 9	ander, Wieler & Co.		
Canton Maru	3	C Hirai	Japan. str.	2746	8 Sept.	7 Himee		
Cantor	3	C Martin	Norw. str.	776	Sept. 11	G. S. Mc Bain		
Changsha	3	C Wood	British str.	1403	Sept. 8	Butterfield & Swire	Kobe	Sept. 17.
Chepio	3	C Birch	British str.	2744	July 20	10 O. S. S. Co.	S'hai & San Felsco	Sept. 22.
Chewangwee	3	C Brown	Ger. str.	1057	Sept. 6	Butterfield & Swire		
Doric	3	C Smith	British str.	2926	Sept. 3	O. S. S. Co.	Amoy & San Felsco	Sept. 14.
Emma Luyken	3	C ernand	Ger. str.	1128	July 16	himee		
Empress of Japan	3	C Pybus	British str.	3946	Sept. 4	P. R. Co.	Vancouver (B.O.)	Sept. 27.
Fookkang	3	C Sawsers	British str.	1987	Sept. 10	Jardine, Matheson & Co.		
Fookshing	3	C Arthur	British str.	1987	Sept. 10	Jardine, Matheson & Co.	Shanghai	Sept. 13.
Haban	3	C Anderson	French str.	377	Sept. 10	A. R. Marry	Hsinchow & Pakhoi	Sept. 13.
Hibary	3	C Andersen	Norw. str.	1033	Sept. 11	Aggaard, Thorsen & Co.		
Huan	3	C Ueaker	Ger. str.	1276	Sept. 6	ander, Wieler & Co.		
Huan	3	C Pannier	French str.	705	Sept. 9	A. R. Marry	K'loon Do	
Kalchur	3	C Walker	British str.	2155	ug.	2 Arnold, Karberg & Co.		
Kong-wai	3	C Kohler	Ger. str.	1113	Sept. 10	10 Molchers & Co.		
Kumsang	3	C Haller	British str.	1417	Sept. 5	Jardine, Matheson & Co.	Pore & Calcutta	Sept. 15.
Kung Lee	3	C Linn	Chi. str.	1407	Sept. 12	M. S. N. Co.	S'hai & Chinkiang	Sept. 13.
Mabew	3	C Daddley	British str.	1612	Sept. 8	Butterfield & Swire		
Marbo	3	C Folner	Ger. str.	998	Sept. 11	Butterfield & Swire		
Mario	3	C Petersen	Ger. str.	1188	Sept. 10	eban & Co.		
Ming	3	C Houghton	Brit. str.	1643	Sept. 15	Jardine, Matheson & Co.	Saodakan	Sept. 15.
Neil Macleod	3	C Goral	Amer. str.	901	June 19	4 Barretto		
N. S. de Rosario	3	C Goral	Amer. str.	715	June 19	4 Barretto		
Nelius	3	C Hranah	Amer. str.	4600	Sept. 8	Butterfield & Swire		
Poreia	3	C Oraslietto	Aus. str.	3779	Sept. 11	ander, Wieler & Co.		
Quart	3	C Madson	Ger. str.	1291	Aug. 24	ander, Wieler & Co.		
Quinta	3	C Prahm	Ger. str.	987	Sept. 9	Siemssen & Co.		
Raitaburi	3	C Kooh	Ger. str.	1189	Sept. 4	10 Molchers & Co.		
Rajah	3	C Wolf	Ger. str.	1265	Sept. 9	Butterfield & Swire		
Roon	3	C Delekman	Norw. str.	755	Sept. 6	Aggaard, Thorsen & Co.		
Roselin	3	C Jorgensen	Norw. str.	861	Aug. 29	Aggaard, Thorsen & Co.		
Skuil	3	C dd	Norw. str.	740	Sept. 6	Aggaard, Thorsen & Co.		
Sorta	3	C Kwaest	Ger. str.	1450	Sept. 2	Siemssen & Co.		
Shantung	3	C Pannascher	British str.	860	Sept. 11	Butterfield & Swire	K'loon Do	
Shinago Maru	3	C Kawara	Japan. str.	3860	Sept. 8	5 Nippon Yusen Kaisha	Shanghai & Seattle	Sept. 17.
Shoebu Maru	3	C Nmoto	Japan. str.	3926	Sept. 12	5 Nippon Yusen Kaisha	S'cow, P'chow & S'hai	Sept. 14.
Simo ran	3	C Zandhoult	Dutch str.	1200	Sept. 3	Yuen Fat Hong		
Singapore	3	C King	British str.	2955	Aug. 27	Adwell & Co., Ltd.	Costan Do	
Sulberg	3	C Luppi	Ger. str.	705	Aug. 28	Siemssen & Co.		
Tschan	3	C Laing	British str.	1122	June 29	Bradley & Co.		
Taiwan	3	C Martin	British str.	1042	Sept. 7	Chinese		
Taiwansebas	3	C Williamson	British str.	1379	Sept. 8	Himee		
Thoma	3	C Jager	Norw. str.	1168	Sept. 8	ander, Wieler & Co.		
Uniform	3	C Olsen	Norw. str.	2205	Sept. 12	Mitsui Bussan Kaisha		
Y. S. King	3	C Sicker	British str.	1845	Sept. 11	China Commercial S.S. Co.		
Y. Ssang	3	C Mooney	British str.	1128	Sept. 11	Jardine, Matheson & Co.	M'ntis	Sept. 14.
Z. Yim	3	C Rodger	British str.	1611	Sept.			

Perk 4mer. an. 2600 Sept. 1 Krimbold, Garberg & Co.

Sailing Vessels.									
I. F. Chapman	2	Bafield	Amer.	sh.	2013	Aug.	25	Arnold, Karberg & Co.	
S. P. Hitchcock	3	Zerk	Amer.	sh.	2800	Sept.	1	Arnold, Karberg & Co.	

Mr R. B. Beattie Madras T. de la Hulbre
ningham

FARMERS PASSED RIVER CANAL.		VISITORS AT HOTELS.		KING EDWARD HOTEL.	
(SUPPLYING THROUGH RUFEES).		BONGORONG HOTEL.		Capt. & Mrs Russell Vico-Caul M. L.	
Toukai, Ananditia, A-ud-ut 10; Ken- ner. Pehauw. Sogua, 14; A- munnon, Moynue Poona, Toukai, 17; Glenroy, Inpin, 21; Calcha, Nauki Morn, 24; Meriochahia, Mura, 24; Mura, 28; Mura, 24; Behic, Brigaria, 23; Mura, Ningchow, Fingsay, Sardinia, 28; Glenawa, 21; Bonenue, Schuy-ol, Ha-		Mr F. R. Adams Mr A. Gibson Mr G. A. Gilchrist Mr J. Arnold Mr B. Brotherton Mr A. F. Harker Mr W. S. Bailey Dr and Mrs Hesley Mr H. Murney Bain Mr A. S. Baker Mr H. G. Battiscombe Mr T. Hoffmann Mr R. B. Bostie		Mrs W. H. L. Barnes Mr A. O. Little Mr Kenneth Board Mr W. H. Lockey Mr C. T. W. H. Mr Victor L. Brill Mr T. D. McKay Mr E. J. Colahan Mr Frank Muir Mr B. F. Colvin Mr E. J. Moses Mr A. G. Sellman Mr and Mrs A. Cun- ningham	
				Almond jeune Mrs W. H. L. Barnes Mr A. O. Little Mr Kenneth Board Mr W. H. Lockey Mr C. T. W. H. Mr Victor L. Brill Mr T. D. McKay Mr E. J. Colahan Mr Frank Muir Mr B. F. Colvin Mr E. J. Moses Mr A. G. Sellman Mr and Mrs A. Cun- ningham	

a.m. on Fri-
Victoria and

[illegible]

Mr. E. Conrad

<p>The U. C. P. R. Co.'s n.s. <i>Montague</i> arrived at Shanghai at 6 a.m. on Tuesday, the 11th Sept., and left again at 5 p.m. the next day for Hongkong, where she is due to arrive at 5 p.m. on Friday, the 14th September.</p> <p><i>Steamers Reported</i></p> <p>The P. & A. Co.'s n.s. <i>Nicomedin</i>, from Pusan, is due to arrive at the wharves at this port on the evening</p>	<p>Mr L. F. Campbell Mr. A. M. Chiao Waj. A. A. Chichester D.A.A.G., D.S.O. Mr and Mrs. R. J. Mrs A. A. Chichester Mr G. Clark Mr and Mrs T. C. W. Clark Mr T. Clarke Mr. E. H. Collins Mr. E. Conrad</p>	<p>Mr A. Moreno, (Consul General for Panama) Mr and Mrs. R. J. Mr A. A. Chichester Mr J. Oliver Mr R. L. Packer Mr and Mrs E. O. Pakey Mr and Mrs. E. Collins Capt. G. H. Pennefather</p>	<p>Mr Roger J. Andap Capt. T. Anderson, Mr T. L. Harrison R.A. Mr and Mrs. M. d Mr A. E. Blanco Mr W. Bonnas Mr Wm. B. Boyce Mr Percy Brunt Mr and Mrs Campi Mr A. T. David Mr J. L. Farrell Mrs Farrell</p>	<p>Mr O. Halbon Mr and Mrs. M. d Mr and Mrs. M. d Mr G. Lloyd Mr W. P. Martine Mr Molinos Mrs and Mr P. Mr Losses Mrs Jaborne Mr R. W. Pearson</p>
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Mr G. A. Dunlop
Shepherd

of 12th September.		Mr A. H. Crook	Mr and Mrs T. L. Perkins	Mr Fisher	Miss Stephens
The s.s. <i>Kitaï</i> left Valdivostock on Friday morning, the 7th Sept., and may be expected here on or about the 15th Sept.		Mr A. H. Graciebank	Mr and Mrs Cummings	Mr A. R. Van der Plooten	Mr R. S. Sorenson
The P & A. Co.'s s.s. <i>Namutia</i> sailed from Astoria for this port, via Japan route, on August 28th		Mr Peter Davison	Mr F. O. Davies	Mr W. A. Powell	—
The N. Y. K. s.s. <i>Totomi Maru</i> (Bombay line), left Bombay for this port via Cutchin and Singapore on the 2nd September.		Mr Donier	Mr M. C. Prodman	Mr J. P. Quander, Jr.	—
The s.s. <i>Saint Patrick</i> sailed from New York, for China and Japan, on Aug.		Mr T. Diehl	Mr G. P. Quander, Jr.	—	—
		Mr and Mrs W. H. H. H. Reid	Mr S. S. Roach and child	—	—
		Mr and Mrs W. A. Dowley	Mr H. Bromfield	—	—
		Mr T. O. Downing	Mr and Mrs E. Bruce Shepherd	—	—
		Mr G. A. Danlop	—	—	—

Mr. H. G. Fisher Todd

date	The Union Tow Boat Co's <i>E. Lyra</i> , sailed from Seattle on 12th August for Japan, Manila and Hongkong.	Mr J. B. Early Mr J. R. W. T. Spence Edger Mr W. Einastman Mr and Mrs G. W. Mr H. Engelhardt Mr H. J. Fairchild Capt. E. Key Mr R. Fisher Messrs G. Fisher	Mr F. H. Stephens Dr E. R. Seitz Dr F. D. Stedman Dr J. S. Stinson Mr and Mrs M. L. Thompson Miss H. M. Thompson Mr and Mrs J. H. Twiss	KOWLOON HOTEL. Dr D. H. Ainslie Dr Said Farouk Dr J. S. Stinson Mr Bosetti Giovanni Mr A. J. Hall	Mr Speris Martino Mons. Ferrel Mons. Piatro Mons. Stuckwood
The	The Ben Line steamer <i>Ben-tow</i> , from Antwerp and London, left Singapore on 8th Sept. for this port.				

NEW DOMINION HOTEL.

The Board of C. & S. is, *Shikumei* until Sept. 9th 9 o'clk in Pingot Sound, for *YokoTama*.

Latest advice.

The Imp. Gov. Mail s.s. *Prinz Waldemar* left *Kobe* on Wednesday, the 13th Sept. at 11 a.m. and is expected here on or about Monday, the 17th Sept.

The U. S. S. *C. C. G. s. s. Suisun* left *San Francisco* for *Yokohama* on the 17th Sept.

Mr Marshall P. Fox Mr H. J. Tompkins
Mr O. B. Franklin Mr W. Von Ugel
Mr J. F. Fuller Adams Mr G. J. Uebachs-
rick Vice-Consul Mr H. U. Wilh
(General) Mr J. B. Wirth
Mr E. H. Fuller Mr C. G. Wo d
Mr E. O. Gee Mr & Mrs T. Wright

The tide table given above has been compiled at the Nautical Almanac Office in London after the most careful examination of observations taken by means of an automatic tide-recording machine in the War-
ren Police Basin at Taim S.S. Tani during the month of August.

The zero of the table corresponds with the zero of the soundings in the Admiralty Charts which has been found to be 4 feet above the low water mark.

1, Empress of	Capt. M. Foy	Miss Ellen McDonald	son.	10	m
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9th Sept, and may be expected here on or about the 24th Sept.

The T. K. A. s. s. *Hongkong Maru* will sail from Yokohama via Kobe, Nagasaki and Manila on the 13th Sept., and is due to arrive at this port on the 24th Sept.

The M. M. C. o.'s steamer *Oceanian*, with the next *FRENCH MAIL*, will leave Saigon on 14th Sept., at 3 a.m., for this port.

The P. M. S. S. *Sterea* arrived at San Francisco on the 16th Sept.

The O. S. S. Co.'s s. s. *Mayotte*, from Singapore, is due here on the 13th Sept.

The O. S. S. Co.'s s. s. *Calchas*, from Singapore, is due here on the 16th Sept.

MISS E. E. P. ARDEN
Miss E. E. P. Barker
Mrs Bradford
Mr F. Bradley
Miss Josephine McCarthy
Mr and Mrs Johnnie Cornin de la Harpe
Miss Bertha Purcell
Mr F. E. P. Erskine
Mr H. E. Hays
Mr R. M. Keckie
Mr and Mrs Henry High
Mr J. B. Joseph
Miss Joseph

MISS LLOVENT A.
Miss Llovent (D)
Mr Marchio
Mo-Miss Collitt McTough
Mrs Carmen Oza
Johnnie Cornin de la Harpe
Miss Bertha Purcell
Mr Frank Rice
Miss Hannah Salkoff
Mr and Mrs A. H. Thomas
Mrs J. Vanheus
Mr J. W. White

To obtain the depth of water on the tide gauge at the Victoria Naval Yard and dock 4 inches, and on the gauge at Lamoon Dock, Aberdeen, add 10 feet 8 inches to the height given in the table.

Add 23 minutes 18 seconds to the figure given below to correct to Zone time.

September 13th to 19th, 1906.

Date	HIGH WATER.			LOW WATER.		
	Mean Time.	Height.	Feet.	Mean Time.	Height.	Feet.
Thurs. 13	5 36.0	0.0	0.3	5 36.0	0.0	2.7
14	5 38.4	0.0	0.3	5 38.4	0.0	2.4
Fri. 14	5 40.8	0.0	0.64	5 40.8	0.0	2.1
15	5 43.2	0.0	0.96	5 43.2	0.0	1.8
Sat. 15	5 45.6	0.0	1.28	5 45.6	0.0	1.5
Sun. 16	5 48.0	0.0	1.60	5 48.0	0.0	1.2
17	5 50.4	0.0	1.92	5 50.4	0.0	0.9
18	5 52.8	0.0	2.24	5 52.8	0.0	0.6
19	5 55.2	0.0	2.56	5 55.2	0.0	0.3

BALTIMORE HOTEL.

Mr R. H. Barton
Mrs C. E. Martin
Miss O'Brien Bingham daughter
Capt M. Foye
Miss Ellen McDonald

VEHICLES AT THE DOORS.—At *Keosauco*, H.M.S. *Alacrity*, Athenian, Empress of

Vessels Advertised as Loading.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
Bremen, v. Ports of call	Prinz Heinrich (s)	Melchers & Co.	Sept. 26, at Noon.
Bremen, v. Ports of call	Gneisenau (s)	Melchers & Co.	Oct. 10, at Noon.
Genoa, Mass. & Liverpool	Peles (s)	Butterfield & Swire	September 15.
Havre, R'dams & Liverpool	Kintock (s)	Butterfield & Swire.	September 30.
Havre & Hamburg	Helvetia (s)	Hamburg-Am'ka Linie	Sept. 15.
Havre, Havre, H'burg	Landia (s)	Hamburg-Am'ka Linie	Sept. 15.
Havre, Havre, H'burg	Prinz Heinrich (s)	Hamburg-Am'ka Linie	Sept. 22.
Havre & Hamburg	Sengaden (s)	Hamburg-Am'ka Linie	Sept. 22.
Kobe & Yokohama	Sanki Maru (s)	Nippon Yusen Kaisha	September 22.
Kudat and Sandakan	Borvo (s)	Melchers & Co.	Sept. 18, at Noon.
London, Am'dam, A'erp	Cyclops (s)	Butterfield & Swire	September 25.
London & Antwerp	Rodnorshire (s)	Shewan, Tomes & Co.	About Sept. 15.
London, &c.	Derantha (s)	F. O. S. N. Co.	Sept. 22 at Noon.
Manila, L'don & A'erp	Java Maru (s)	F. O. S. N. Co.	About Sept. 13.
Manila, L'don & A'erp	Prinz Waldermar (s)	Nippon Yusen Kaisha	Sept. 10, Daylight
Manila, Aus'lin. Ports	Kumano Maru (s)	Nippon Yusen Kaisha	Sept. 10, at Noon.
Manila, A'lian Ports	Prinz Waldermar (s)	Melchers & Co.	Sept. 18, at Noon.
Manila, Aus'lin Ports	Australian (s)	Jibb, Livingston & Co	Sept. 23, at Noon.
Marcellus via Saigon	Polynesien (s)	Messageries Maritimes	Sept. 18, at 1 p.m.
Manila	Zafiro (s)	Shewan, Tomes & Co	Sept. 15, at Noon.
Manila	Kobai (s)	Shewan, Tomes & Co	Sept. 15, at Noon.
Manila	Taming (s)	Butterfield & Swire	Sept. 18, at Noon.
Manila	Yuzensang (s)	Jardine, Matheson & Co.	October 15.
N'ki, Kobo & Yama.	Yawata Maru (s)	Nippon Yusen Kaisha	Sept. 3, at Noon.
New York v. Suez Canal	South America (s)	Shewan, Tomes & Co	About Oct. 10
New York v. Suez Canal	Montrose (s)	Standard Oil Co.	About Sept. 17.
New York v. Suez Canal	Erroll (s)	Dodwell & Co. Limited	About Oct. 2
Sandakan	Kaunang (s)	Jardine, Matheson & Co.	Sept. 16, at 3 p.m.
Shanghai	Prinz Ludwig (s)	F. O. S. N. Co.	Sept. 14, at Noon.
San Francisco v. Japan	Dakota (s)	Nippon Yusen Kaisha	Sept. 10, at Noon.
S'hai, Kobe & Yama	Prinz Ludwig (s)	Melchers & Co.	About Sept. 26.
S'hai, Kobe & Yama	Oceanian (s)	Messageries Maritimes	About Sept. 17.
S'hai, Kobe & Yama	Persia (s)	Sander, Wieler & Co.	Sept. 23, a.m.
S'hai, Kobe & Yama	Brigavia (s)	Hamburg-Am'ka Linie	Sept. 28.
S'hai, Kobe & Yama	Prinz Ludwig (s)	Hamburg-Am'ka Linie	Sept. 28.
S'hai, Kobe & Yama	Pocora (s)	Portland & S. O. Co.	Sept. 19, at Noon.
S'hai & Portland, Or.	Nicomedia (s)	Portland & S. O. Co.	Oct. 5, Daylight.
Shanghai	Nuanatia (s)	Jardine, Matheson & Co.	Sept. 13, at 4 p.m.
Shanghai	Foonching (s)	Butterfield & Swire	September 17.
Shanghai	Shaoching (s)	Butterfield & Swire.	September 20.
Shanghai	Delhi (s)	F. O. S. N. Co.	About Sept. 19.
Shanghai	Prinz Ludwig (s)	Nippon Yusen Kaisha	September 22.
Singapore, Pang, Obo, & B'ham	Arratoon Apollo (s)	Jardine, Matheson & Co.	Sept. 14, 3 p.m.
S'pore, Penang & C'tin	Kumangs (s)	Nippon Yusen Kaisha	September 23.
S'pore, C'bo, & B'ham	Samsan Maru (s)	Sander, Wieler & Co.	September 27.
S'pore, Pang, C'bo, & B'ham	Silecia (s)	Osaka Shosen Kaisha	Sept. 12, at Noon
S'pore, Amoy & A'nping	Akashi Maru (s)	Osaka Shosen Kaisha	Sept. 14, at Noon
S'pore, Amoy & A'nping	Shosha Maru (s)	Osaka Shosen Kaisha	Sept. 16, at 10 a.m.
S'pore, Amoy, F'choon	Masan Maru (s)	Osaka Shosen Kaisha	Sept. 14, at 3 p.m.
S'pore, Amoy, F'choon	Chingchow (s)	Jardine, Matheson & Co.	Sept. 22.
Tientsin	Chingchow (s)	Butterfield & Swire	September 22.
Tientsin	Ningchow (s)	Butterfield & Swire	September 23.
Victoria & Japan Ports	Shunane Maru (s)	Nippon Yusen Kaisha	Sept. 17, at 4 p.m.
Victoria, B.O., Seattle	Pleiasdes (s)	Dodwell & Co. Limited	About Sept. 20.
Victoria, B.O., Tacoma	Lyra (s)	Dodwell & Co. Limited	September 23.
Yamoucoy (B.C.),	Yamoucoy of Japan (s)	Canadian P'fic R. Co	Sept. 27, at 4 p.m.
Vancouver (B.C.),	Montezula (s)	Canadian P'fic R. Co.	Oct. 3, at Noon.

SHARE LIST.—QUOTATIONS.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	\$ 125	all	\$810, sellers
National Bank of China, Limited	99,925	£ 7	£ 3	London, 293.10
MARINE INSURANCE.				
Canton Insurance Office Co., Ltd.	10,000	\$ 250	\$ 50	\$230, sellers
China Traders Insurance Co., Ltd.	24,000	£ 83.33	\$ 25	\$100, sellers
North-China Insurance Co., Ltd.	10,000	£ 15	\$ 0	71.87
Union Insurance Society, Ltd.	10,000	\$ 250	\$ 100	\$785
Tonghai Insurance Association, Ltd.	5,000	\$ 100	\$ 50	\$172.5, sellers
FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	20,000	\$ 100	\$ 20	\$93
Hongkong Fire Insurance Co., Ltd.	8,000	\$ 250	\$ 50	\$327.5, buyers
DOCKS, ETC.				
H.K. and Whampoa Dock Co. Ltd.	50,000	\$ 50	all	\$134, sellers
Geo. Frawley & Co. Ltd.	16,000	\$ 25	\$ 25	\$22, sellers
New Amoy Dock Co., Ltd.	10,000	\$ 63	\$ 63	\$18, sellers
Shanghai Dock and Eng. Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 105
STEAMSHIP, ETC.				
Obata and Manila S. S. Co., Ltd.	30,000	\$ 25	\$ 25	\$234
Douglas Steamship Co., Limited	20,000	\$ 50	all	\$17, sellers
H.R. C. & N. Steamship Co., Ltd.	80,000	\$ 15	\$ 15	\$23, buyers
Indo-China S. S. Company, Limited	10,000	\$ 10	\$ 10	\$74, buyers
Star Ferry Company, Ltd.	10,000	\$ 10	\$ 10	\$39, sellers
Shell Transport & Trading Co., Ltd.	2,000,000	£ 1	£ 1	7/8
Taku Tug and Lighter Co., Ltd.	8,400	Tls. 50	Tls. 50	Tls. 46
Shanghai Tug and Lighter Co., Ltd.	200, 50	Tls. 50	Tls. 50	Tls. 60, sellers
do, Preference.	100, 50	Tls. 50	Tls. 50	Tls. 50, sellers
SEWERS.				
China Sugar Company, Limited	20,000	\$ 100	all	\$168
Penak Sugar Cultivation Co., Ltd.	7,000	Tls. 60	Tls. 60	\$24, sellers
WHAVER.				
H.K. & Kow. Wharf & Godown Co.	30,000	\$ 50	all	\$102.5, seller & buyer
Shanghai and Hongkong Wharf Co.	10,000	Tls. 100	Tls. 100	Tls. 242
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	\$ 100	\$ 100	\$110, sellers
Shanghai Land Investment Co., Ltd.	52,000	Tls. 50	Tls. 50	Tls. 107
Kowloon Land and Building Company	6,000	\$ 50	\$ 30	\$39
Harbour Land Building Co., Ltd.	3,784	Tls. 25	Tls. 25	Tls. 12, buyers
Hamphrey Estate & Finance Co.	160, 100	\$ 10	all	\$114, buyers
West Point Reclamation, Limited	12,500	\$ 50	\$ 50	\$50, sellers
TRAMWAYS.				
H.K. High-Level Tramways Co., Ltd.	1,250	\$ 100	all	\$215, buyers
MINE.				
Société Française des Charbonnages du Tonkin	15,000	Ecu. 250	all	\$450, Nominal
Ramb. Aust. Gold Mining Co., Ltd.	200,000	£ 1	18/10	\$35, buyers
HOTELS, ETC.				
Hongkong Hotel Company, Limited	12,000	\$ 60	all	\$115
Anchor House Hotel Ltd., (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 135
Anchor House Hotel Co., Ltd. (Shanghai)	30,000	\$ 25	\$ 25	\$91
DISPENSARIES.				
A. S. Watson & Co., Limited	96,000	\$ 10	\$ 10	\$13, buyers
Watkins Limited	10,000	\$ 10	\$ 10	\$4, sellers
MORTGAGE.				
H.K. and China Gas Co., Limited	7,000	£ 10	all	\$175, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls. 50	Tls. 123
Hongkong Electric Co., Limited	60,000	\$ 10	\$ 10	\$14, buyers
BRICK AND CEMENT.				
Green Island Cement Co., Ltd.	200,000	\$ 10	\$ 10	\$22, sellers
WHEATSALES.				
Sells Acheson's Eastern Agency, Ltd.	8,604	£ 12/8	12/8	\$7
United Acheson's Oriental Agency, Limited	200, 100	\$ 10	\$ 4	\$8.3, buyers
Hk. Steam Waterworks Co., Ltd.	15,000	\$ 10	\$ 10	\$169
Hongkong Dairy Farm Co., Ltd.	20,000	\$ 7 1/2	\$ 7 1/2	\$72, seller
Hongkong Ice Company, Ltd.	5,000	\$ 25	\$ 25	\$17, buyers
Hongkong Waterworks Co., Ltd.	7,200	\$ 25	\$ 25	\$235, seller
H.K. Ropes Manufacturing Co., Ltd.	50,000	\$ 2	\$ 2	Tls. 420, buyers
Hongkong Rope Spinning Co., Ltd.	12,000	\$ 10	\$ 10	\$23, seller
Hongkong Spinning and Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 77, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 63
Leau-Kang-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 85
Soy Cheen Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 325
China Provident Loan Mortgage	200,000	\$ 1	\$ 1	\$9.60, sales & buyers
China Borneo Company, Ltd.	60,000	\$ 12	\$ 12	\$11, seller
Dampell, Moore & Co., Limited	12,000	\$ 10	all	\$32
Wm. Powell, Ltd.	12,000	\$ 10	\$ 10	\$101, sales & sellers
Shanghai and Hongkong Dyeing and Finishing Co., Ltd.	1,200	\$ 50	\$ 50	Nominal
China Morning Post Company	6,000	\$ 25	\$ 25	\$22, buyers
China Light and Power Company	50,000	\$ 10	\$ 10	\$101, sellers
Steam Laundry Company, Limited	20,000	\$ 5	\$ 5	\$5
URBAN COMPANIES.				
Phillipine Co., Ltd.	97,500	\$ 10	\$ 10	\$5
Philamint Limited	300	\$ 60	\$ 60	\$120, buyers

LOANS.	Amount.	Value.	(Interest.)	Guarantee.
Chinese Imperial 1886 n.Ts. 767,200 Tls. 25 1/2 p. annuo Par.				
VS 2141 and 24771 Shwa-Broker.				

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